

## ABSTRACT OF THE DISCLOSURE

By controlling a high pressure pump with the use of a cam angle signal so as to open it and then close it after the lapse of a prescribed period corresponding to an amount of discharge, a fuel supply control apparatus for an internal combustion engine is capable of achieving the simplification of control while ensuring controllability without requiring correction even if valve timing is changed. A crank angle sensor generates a crank angle signal SGT in synchronization with the rotation of a crankshaft so as to supply the fuel in a fuel tank to an injector installed in a combustion chamber of each engine cylinder. A cam angle sensor generates the cam angle signal SGC in synchronization with the rotation of a camshaft. A high pressure pump has a suction stroke and a discharge stroke synchronized with the rotation of the camshaft and supplies the fuel to the injector. An ECU changes an effective stroke related to an exhaust stroke of the pump based on the cam angle signal SGC.